

The Ohio Public Works Commission

65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CBJ03

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: Village of Newtown

CODE# 061-55678

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 15 / 97

CONTACT: Bruce G. Brandstetter, P.E. PHONE # (513) 651-4224

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Little Dry Run Road Stabilization

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☐ 3. Township
☒ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 420,000
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____
MBE SET-ASIDE OFFERED
Construction \$ _____
Procurement \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 700,000.00 FUNDING REQUESTED: \$ 420,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 420,000.00
LOAN: \$ _____

LOAN ASSISTANCE: \$ _____
% _____ TERM: _____ yrs. (Attach Loan Supplement)

(Check Only 1)

- ☐ State Capital Improvement Program
☒ Local Transportation Improvements Program
☐ Small Government Program

DISTRICT MBE SET-ASIDE

Construction \$ _____
Procurement \$ _____

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- | | | |
|-----|-------------------------------|-----------------------|
| a.) | Project Engineering Costs: | |
| | 1. Preliminary Engineering | \$ <u>N/A</u> .00 |
| | 2. Final Design | \$ <u>N/A</u> .00 |
| | 3. Other Engineer Services * | \$ <u>N/A</u> .00 |
| | Supervision | \$ <u>N/A</u> .00 |
| | Miscellaneous | \$ <u>N/A</u> .00 |
| b.) | Acquisition Expenses: | |
| | 1. Land | \$ <u>N/A</u> .00 |
| | 2. Right-of-Way | \$ <u>N/A</u> .00 |
| c.) | Construction Costs: | \$ <u>700,000</u> .00 |
| d.) | Equipment Purchased Directly: | |
| e.) | Other Direct Expenses: | \$ <u>N/A</u> .00 |
| f.) | Contingencies: | \$ _____ .00 |
| g.) | TOTAL ESTIMATED COSTS: | \$ <u>700,000</u> .00 |

MBE	Force Account
\$	\$
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- | | | | |
|-----|-----------------------------------|-----------------------|-------------|
| | | | % |
| a.) | Local In-Kind Contributions | \$ <u>N/A</u> .00 | _____ |
| b.) | Local Public Revenues | \$ <u>280,000</u> .00 | <u>40</u> |
| c.) | Local Private Revenues | \$ <u>N/A</u> .00 | _____ |
| d.) | Other Public Revenues | | _____ |
| | 1. ODOT PID# _____ | \$ <u>N/A</u> .00 | _____ |
| | 2. EPA/OWDA _____ | \$ <u>N/A</u> .00 | _____ |
| | 3. OTHER _____ | \$ _____ .00 | _____ |
| | SUB TOTAL LOCAL RESOURCES: | \$ <u>280,000</u> .00 | <u>40</u> |
| e.) | OPWC Funds | | |
| | 1. Grant | \$ <u>420,000</u> .00 | <u>60</u> |
| | 2. Loan | \$ _____ .00 | _____ |
| | 3. Loan Assistance | \$ _____ .00 | _____ |
| | SUB TOTAL OPWC RESOURCES: | \$ <u>420,000</u> .00 | <u>60</u> |
| f.) | TOTAL FINANCIAL RESOURCES: | \$ <u>700,000</u> .00 | <u>100%</u> |

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Little Dry Run Road Stabilization

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a.) SPECIFIC LOCATION:

The project is located on Little Dry Run Road. Project limits are as follows:

From a point 300 feet south of Ivy Hills Blvd. to a point 550 feet south of Ivy Hills Blvd.

PROJECT ZIP CODE: 45244

b.) PROJECT COMPONENTS:

The project consists of installing 8300 linear feet of H-piles and 260 pre-cast concrete laggings. The existing roadway will also be overlaid with asphaltic concrete. A new sidewalk will be added for the safety of pedestrians.

c.) PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project length is 1300 LF; the H-piles will have an average length of 32 feet with a 6 foot spacing. The roadway is 24 feet in width.

d.) DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

Current ADT of 1,400.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	<u>\$667,500.00</u>	<u>95.36 %</u>
State Funds Requested for Repair and Replacement	<u>\$400,500.00</u>	<u>60 %</u>
TOTAL PORTION OF PROJECT NEW/EXPANSION	<u>\$32,500.00</u>	<u>4.64 %</u>
State Funds Requested for New and Expansion	<u>\$19,500.00</u>	<u>60 %</u>

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the Total Project Costs.)

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>09 / 16 / 96</u>	<u>08 / 31 / 97</u>
4.2 Bid Advertisement:	<u>05 / 15 / 98</u>	<u>06 / 15 / 98</u>
4.3 Construction:	<u>07 / 15 / 98</u>	<u>04 / 15 / 99</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	<u>Curt Cosby</u>
	TITLE	<u>Mayor</u>
	STREET	<u>3536 Church Street</u>
	CITY/ZIP	<u>Newtown, OH 45244</u>
	PHONE	<u>(513) 561 - 7697</u>
	FAX	<u>(513) 561 - 7917</u>
5.2	CHIEF FINANCIAL OFFICER	<u>Sharon Moore</u>
	TITLE	<u>Clerk/Treasurer</u>
	STREET	<u>3536 Church Street</u>
	CITY/ZIP	<u>Newtown, OH 45244</u>
	PHONE	<u>(513) 561 - 7697</u>
	FAX	<u>(513) 561 - 7917</u>
5.3	PROJECT MANAGER	<u>Bruce G. Brandstetter</u>
	TITLE	<u>Village Engineer</u>
	STREET	<u>424 East Fourth Street</u>
	CITY/ZIP	<u>Cincinnati, OH 45244</u>
	PHONE	<u>(513) 651 - 4224</u>
	FAX	<u>(513) 651 - 0147</u>

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

- X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)
- X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)
- X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)
- N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)
- X Capital Improvements Report (Required by 164 O.R.C. on standard form)
X A: Attached.
B: Report/Update Filed with the Commission within the last twelve months.
- N/A Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.
- X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice To Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

CHART COSBY, Mayor
Certifying Representative (Type or Print Name and Title)

Chart Cosby 9-26-97
Signature/Date Signed



Brandstetter Carroll Inc.
ARCHITECTS ENGINEERS PLANNERS

424 EAST 4th STREET, CINCINNATI, OHIO 45202
513.651.4224 VOICE 513.651.0147 FAX

OPINION OF PROBABLE COST

ROAD STABILIZATION, LITTLE DRY RUN ROAD

VILLAGE OF NEWTOWN, OHIO

September 25, 1997

Clearing & Grubbing	1	L.S.	@	\$5,000.00	\$5,000.00
Pavement Removal	280	S.Y.	@	\$10.00	\$2,800.00
Earthwork	2000	C.Y.	@	\$10.00	\$20,000.00
Aggregate Base	125	C.Y.	@	\$25.00	\$3,125.00
Asphalt Concrete	540	C.Y.	@	\$70.00	\$37,800.00
Tack Coat	650	Gal.	@	\$1.50	\$975.00
Guardrail -- Type 5	1560	L.F.	@	\$15.00	\$23,400.00
Curb Ramp	2	Each	@	\$500.00	\$1,000.00
Concrete Sidewalk With Integral Curb	6500	S.F.	@	\$5.00	\$32,500.00
Fire Hydrant Relocation	2	Each	@	\$1,000.00	\$2,000.00
Pavement Marking	1	L.F.	@	\$3,000.00	\$3,000.00
Seed & Mulch	4000	S.Y.	@	\$1.50	\$6,000.00
Overhead Electric Relocation	1	L.S.	@	\$10,000.00	\$10,000.00
H-Piles	8320	L.F.	@	\$50.00	\$416,000.00
Pre-Cast Concrete Lagging	260	Each	@	\$500.00	\$130,000.00
Miscellaneous Restoration	1	L.S.	@	\$6,400.00	\$6,400.00

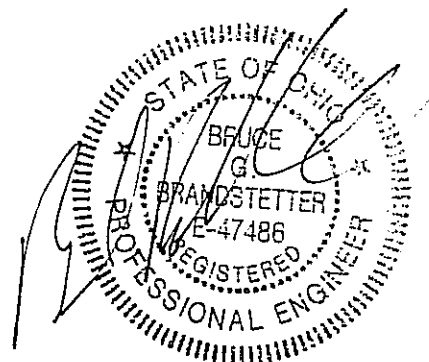
Total

\$700,000.00

A:\9731ccc.wk5\SCIP98\Newtown\LD R5 th 97 Funding)

This is to certify that this project, upon satisfactory completion and normal environmental and climatic conditions, will have a useful life of 50 years.

Bruce G. Brandstetter, P.E.





Village Of Newtown

September 24, 1997

Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

Re: Status of Funds Report
1998 Share SCIP Application
Riverhills Drive
Little Dry Run Road Improvements
Valley Drive Improvements
Newtown, Ohio

It is hereby certified that the local matching funds for the above referenced projects will be appropriated in the FY98 Budget. Should this project be funded in 1998, the Village of Newtown will be prepared to meet the scheduling and deadlines stated within the application.

Thank you for your time and consideration. Please call me if you any questions.

Sincerely,

A handwritten signature in cursive script that reads 'Sharon Moore'.

Sharon Moore
Clerk-Treasurer

cc: Bruce Brandstetter, Village Engineer

clvillage@Bscip

Ordinance No. 50-1997

Passed September 23, 19 97

**AN ORDINANCE APPOINTING CURT COSBY
AS OFFICIAL REPRESENTATIVE FOR THE STATE CAPITAL
IMPROVEMENT PROJECT FUNDING**

WHEREAS, the Ohio Public Works Commission requires an official representative to be designated from the Village of Newtown who is legally empowered to represent the Village in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised code and 164-1 of the Ohio Administrative Code; and

WHEREAS, the representative will be responsible to ensure that the application for SCIP funding is true and correct; and

WHEREAS, the representative will assure that all official documents and commitments of the Village that are a part of the application process are duly authorized by the governing body of the Village; and

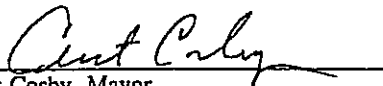
WHEREAS, the representative will be responsible, should the requested financial assistance be provided, for the execution of the project and that the Village complies with all assurances required by Ohio law including those involving minority business utilization, Buy Ohio, and prevailing wages;

NOW THEREFORE, BE IT ORDAINED, by the Council of the Village of Newtown, Hamilton County, State of Ohio:

SECTION 1. That the Mayor, Curt Cosby, shall be appointed to fulfill all said obligations as required by the Ohio Public Works Commission for the applications submitted by the Village.

SECTION 2. This Ordinance shall take effect on the earliest date allowed by law.


SECTION 3. This Ordinance is hereby declared to be an emergency measure necessary for immediate preservation of the public peace, health, safety and welfare of the Village. The reason for the emergency is to provide timely application for State Capital Improvement Projects.


Curt Cosby, Mayor

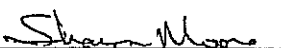
ATTEST:

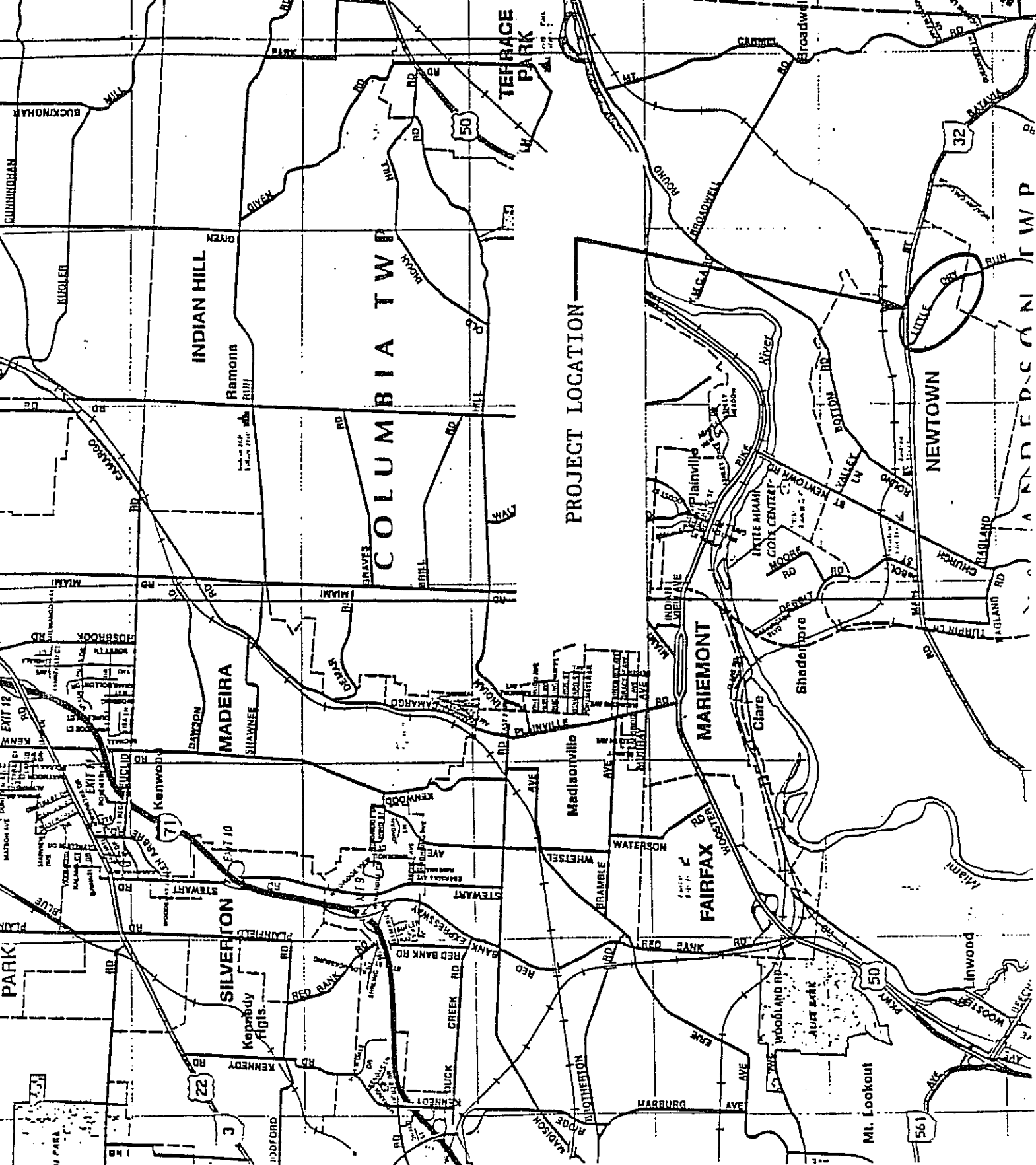

Sharon Moore, Clerk/Treasurer

APPROVED AS TO FORM:


R. Douglas Miller, Solicitor

I hereby certify that the within ordinance has been published by posting in five conspicuous places as designated by the Newtown Village Council.


Sharon Moore, Clerk/Treasurer



ADDITIONAL SUPPORT INFORMATION

For Program Year 1998 (July 1, 1998 through June 30, 1999), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____
Fair _____

Poor X _____
Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The existing roadway embankment is in need of being stabilized in order to maintain integrity. If left unchecked, the roadway will begin to slip, and the pavement fail. This will cause immediate hardship on the area as traffic will not be able to use the facility.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1998) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

4 weeks/months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: 0 Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. weeks/months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The safety of the roadway will be maintained by stabilizing the embankment. As the roadway continues to fail, traffic will not be able to travel the road in a safe manner. The road has a peak of 140 vph.

- 4) What type of funds are to be utilized for the local share for this project?

Federal _____	ODOT _____	Local <u> X </u>
MRF _____	OWDA _____	CDBG _____
Other _____		

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1997 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

 40 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 1,400 x 1.2 = 1,680 users per day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. NOTE: DOCUMENTATION MUST BE PROVIDED FOR COUNTS OF 4,000 ADT AND ABOVE, AND HAVE THE DOCUMENTATION CERTIFIED BY EITHER A LICENSED ENGINEER OR THE C.E.O. OF THE SUBDIVISION.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This roadway serves not only the Village of Newtown, but also Anderson Township.

- 9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Proposed LOS

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

SCIP/LTIP PROGRAM **ROUND 12 - PROGRAM YEAR 1998** **PROJECT SELECTION CRITERIA** **JULY 1, 1998 TO JUNE 30, 1999**

JURISDICTION/AGENCY: NEWTOWN

NAME OF PROJECT: LITTLE DOG RUN DRAINAGE

PRELIMINARY SCORE FOR THIS PROJECT: 48* SEE CONDITION

FINAL SCORE FOR THIS PROJECT: 56 IS CHANNEL IN CRITICAL
CONDITION?

RATING TEAM: _____

- | | <u>POINTS</u> |
|---|---|
| 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? <u>(See Addendum for definition of delinquency)</u> | <u>10</u> |
| 10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10. | <u>Plans incomplete</u>
<u>No ROW</u> |
| 5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10. | |
| 0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10. | |
| 2) What is the physical condition of the existing infrastructure to be replaced or repaired? <u>(See Addendum for definitions)</u> | <u>CHANNEL</u>
<u>IS CRITICAL -</u>
<u>USE 23 POINTS</u>
<u>23</u> |
| 25 Points - Failed | <u>ROADWAY IS 15 PTS,</u> |
| 23 Points - Critical | <u>BUT CONSIDERATION SHOULD BE</u> |
| 20 Points - Very Poor | <u>GIVEN TO CONDITION OF EMBANKMENT</u> |
| 17 Points - Poor | <u>SUPPORTING ROADWAY WHICH</u> |
| 15 Points - Moderately Poor | <u>APPEARS TO BE FAILING (PAVEMENT</u> |
| 10 Points - Moderately Fair | <u>HAS DEGRADATED FROM LAST YEAR)</u> |
| 5 Points - Fair Condition | |
| 0 Points - Good or Better | |

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

- 5 Points - Project design is for future demand.
- 4 Points - Project design is for partial future demand.
- 3 Points - Project design is for current demand.
- 2 Points - Project design is for minimal increase in capacity.
- 1 Point - Project design is for no increase in capacity.

1

4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area? (See Addendum for definitions)

- 10 Points - Highly significant importance, with substantial impact on all 3 factors.
- 8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

6

SUBSTANTIAL SAFETY, SINCE ROAD IS MOVING, AND A WASHOUT WILL NARROW ROADWAY, INVITING ACCIDENTS

5) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

6

6) What matching funds are being committed to the project, expressed as as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

- 5 Points - 50% or more
- 4 Points - 40% to 49.99%
- 3 Points - 30% to 39.99%
- 2 Points - 20% to 29.99%
- 1 Point - 10% to 19.99%

4

40%

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? **POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.**

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

140

1

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. **(See Addendum for definitions)**

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

2

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

2 - CONDITION

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - REGIONAL IMPACT

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.